being discharged into twenty two rivers covering one hundred and fifty six towns in fourteen states. Sewage is to be treated and utilise for irrigation. Industrial pollution of the rivers is controlled under the environmental laws enforced by Central and State Pollution Control Boards.

10. Waste Minimisation Circles are being established for control of pollultion at source for certain highly polluting industries, such as electroplating units, textile dyes and printing units, tanneries and agro-based paper units.

11. Environmental Audit has been made compulsory for certain categories of industrial units.

12. For controlling vehicular pollution, emission norms at the manufacturing stage were introduced for the first time in 1990 and made tighter in 1996. More stringent emission norms will come into effect from 1.4.2000. Gross emission standards for on-road vehicles for all categories of new vehicles have been notified under the Central Motor Vehicles Rules, 1989.

13. Low lead petrol had been introduced in the four metro cities of Delhi, Mumbai, Calcutta and Chennai w.e.f. June 1994. Subsequently, unleaded petrol was introduced in these four cities with effect from 1.4. 1995. Effective from 1.9.1998, only unleaded petrol is being supplied in Delhi.

14. The Environment Pollution (Prevention and Control) Authority has been set up for the National Capital Region for protecting and improving the quality of the environment and preventing, controlling and abating environmental pollution. Similarly, an authority has been set up or controlling industrial pollution in the state of Tamil Nadu.

15. The Ministry has initiated environmental epidemiological studies in seven critically polluted areas located in Gujarat, Orissa, Mumbai, Kerala, U.P., Punjab and Delhi.

16. Fiscal incentives are provided for installation of pollution control equipment and also for the shifting of industries from congested areas.

BIS Code on occupational safety and Health

*98. SHRI DIPANKKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minister of FOOD AND CONSUMER AFFAIRS be pleased to state:

(a) whether the Bureau of Indian Standards (BIS) has formulated a code on practice of occupational safety and health;

(b) if so, the main points of the recommendations; and

(c) the steps taken by Government on these recommendations?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF FOOD AND CONSUMER AFFAIRS (SHRI SURJIT SINGH BARNALA): (a) to (c) The Bureau of Indian Standards has formulated an Indian Standard IS 14489: 1988—Code of Practice on Occupational Safety & Health Audit. This standard establishes audit objectives criteria and practices, and provides guidelines for establishing, planning, conducting and documenting of audits on occupational safety and health systems at workplaces. It also provides guidelines for verifying the existence and implementation of elements of occupational safety and health systems and their ability to achieve defined safety objectives.

Implementation of this standard is voluntary in nature. This standard may be used by those organisations which intend to carry out internal audit of their own system and also by those which intend to carry out audit of the systems of other organisations.

Train Accidents

*99. SHRI BHAGABAN MAJHI:
SHRI GOVINDRAO ADIK:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents which took place in country during 1995-96, 1996-97 and 1997-98 and so far in 1998 year-wise and zone-wise;

(b) whether there has been an increase in the train accidents;

(c) if so, the reasons therefor;

(d) the steps taken to curb train accidents and to provide safety to the passengers; and

(e) the details of accident-prone unmanned level crossings and the action proposed to man such crossings during the current year, particularly in Maharashtra?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Number of consequential accidents year-wise and zone-wise are given below:—

Railways	1995-96	1996-97	1997-98	1998-99* (upto Nov. 98)
Central Railway	54	57	65	40
Eastern Railway	32	31	27	22
Northern Railway	50	58	48	29
North Eastern Railway	28	21	24	15
Northeast Frontier Railway	23	18	20	19
Southern Railway	52	40	66	49
South Central Raiway	41	42	37	40
South Eastern Railway	73	66	63	34
Western Railway	44	44	42	16
Metro Railway	1	1	1	..
Konkan Railway Corporation Ltd.		3	3	8
TOTAL	398	381	396	272

*Figures are provisional.

(b) There has been decreasing trend of conequential train accidents except during 1997-98 when there was marginal increase in number of consequential train accidents.

(c) The accidents were due to human failure, equipment failure, sabotage and other miscellaneous factors.

(d) Steps taken to bring down the incidence of train accidents on Indian Railways are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breakage of axles, maintenance depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

(e) Statistics of level crossings are maintained Railway zone-wise and not State-wise. Maharashtra State is covered by Central, South Central, South Eastern and Western Railways. There is no unmanned level crossing having recurring accidents on these Railways.

Foreign Investment Proposals for Schools

*100. SHRI JANARDHANA POOJARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have received